HISTORICAL COLLECTIONS

OF

VIRGINIA;

CONTAINING

A COLLECTION OF THE MOST INTERESTING FACTS, TRADITIONS, BIOGRAPHICAL SKETCHES, ANECDOTES, &c.

RELATING TO

ITS HISTORY AND ANTIQUITIES,

TOGETHER WITH

GEOGRAPHICAL AND STATISTICAL DESCRIPTIONS.

TO WHICH IS APPENDED,

AN HISTORICAL AND DESCRIPTIVE SKETCH

OF THE

DISTRICT OF COLUMBIA.

ILLUSTRATED BY

OVER 100 ENGRAVINGS.

GIVING

VIEWS OF THE PRINCIPAL TOWNS,—SEATS OF EMINENT MEN,—PUBLIC BUILDINGS,—RELICS OF ANTIQUITY,—HISTORIC LOCALITIES, NATURAL SCENERY, ETC., ETC.

BY HENRY HOWE.

[Arms of Virginia.]

[Thus always with tyrants.]

CHARLESTON, S. C.
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SOUTH CAROLINA.

PREFACE.

The primary object of the following pages is to narrate the most prominent events in the history of Virginia, and to give a geographical and statistical view of her present condition. Similar volumes* have appeared on Pennsylvania, Massachusetts, Connecticut, New York, and New Jersey. The favorable reception of these in their respective states, has led to the opinion that one upon Virginia —the mother of states and statesmen, the "Old Dominion," so rich in historic lore—would meet not only the approval of Virginians, but be favorably received by others.

Early in the year 1843 we commenced travelling over the state, collecting materials and taking sketches for illustrations. Every section of the commonwealth was visited. The better to effect our purpose, we occasionally journeyed hundreds of miles on foot, often sharing alike the hospitality of the planter and the mountaineer, and cheered onward by pleasant interviews with some of her most intelligent citizens. Much valuable information has been thus obtained, by observation and inquiry, and interesting but scattered details of her history and antiquities collected in a form to ensure their preservation. Written communications, moreover, have been received, embodying facts enhancing the value of this publication, and placing us under lasting obligation to their authors.

This work has three departments. The first—an outline, or general history—comprises an abstract of leading events from the first settlement of Virginia to the present time; the first five chapters of which are from the admirably written historical sketch in Martin's Gazetteer,† and the last by a gentleman personally familiar with most of the events related. The second consists of miscellanies, intended to throw light upon the past and present condition of the commonwealth. The third and principal department, is arranged in counties, in alphabetical order, where each is successively described. In this are the descriptions of towns, literary institutions, historic localities, seats and memoirs of eminent Virginians, antique structures, natural scenery, anecdotes, local history, and events but glanced at in the outline sketch, fully detailed.

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* The first—on Connecticut—was published in 1836; the one on Massachusetts, 1838; New York, 1841; Pennsylvania, 1843, and New Jersey, 1844. Connecticut and Massachusetts were prepared by John W. Barber—the pioneer in works on this plan; New York and New Jersey by John W. Barber and Henry Howe; and Pennsylvania by Sherman Day.

† This work, published in 1836, was the first issued descriptive of Virginia, since the celebrated notes of Mr. Jefferson. Our publishers having purchased the copyright, we have availed ourselves of it in preparing this volume.

Thus the volume comprehends a history and a gazetteer. Its advantages ov formal histories are, that the events and their localities are given together, servi more strongly to impress the memory; the past and present are in juxtapositi and many events given which regular history, in her stately march, does not st aside to notice—events usually considered of minor importance, but forming t undercurrent of history, and useful in illustrating the advancement and conditi of society.

Written history forms but a small part of occurrences. The vicissitudes of w have been considered more worthy of narration, than those things promoting t wellbeing of man. Says an eminent essayist: "The perfect historian conside no anecdote, no peculiarity of manner, no familiar saying, as too insignificant f his notice, which is not too insignificant to illustrate the operation of laws, of r ligion, and of education, and to mark the progress of the human mind."

The great variety of subjects presented, and the almost impossibility of pr ducing such a publication without errors and imperfections, has created a degr of diffidence in submitting it to the public. It will doubtless come before ma possesing better means of information, and more knowledge on some subjec introduced, than could reasonably be expected in us.

Besides drawing largely from a great variety of publications, we are enabled present much not previously published, as well as that inaccessible to the mass readers. We do not, however, consider ourselves responsible for every sentime introduced in these pages. In order to form a correct judgment, it is useful hear the opinions of those who differ from us in their religious or political sen ments.

The drawings for the numerous engravings were, with a few exceptions onl taken by us on the spot. We trust they have an honest look, and faithfully repr sent their originals. Some biographical sketches are doubtless omitted, not le important than many inserted, while others have not due prominence. In son few cases we have supposed the reader to be familiar with them, while in othe it arises from the extreme difficulty of obtaining the desired information.

The history of Virginia is of deep interest; but one imperfectly chronicle Much is left to the investigation of the antiquarian, and many a thrilling episo is lost in the lapse of generations. Yet enough remains to stimulate to the loftie patriotism; while the memory of her illustrious sons is cherished with just pri by our common country.

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serted, returned home. Sir Richard Grenville arrived soon after with three ships, well furnished with stores for the colony; but not finding it, he also returned, leaving fifteen men on Roanoke Island, to keep possession in the name of Great Britain.

The genius of Sir Walter Raleigh was not of a nature to succumb to slight failures, or ordinary difficulties. The succeeding year another colony was dispatched to settle in Virginia; and that they might consider their settlement permanent, and Virginia their home, many persons with wives and families were sent.

1587.

Jan. 7. A charter of incorporation was granted for a town, to be called the City of Raleigh, a name revived in after times in the present metropolis of North Carolina. John White was appointed governor, and, with eleven assistants, constituted the administration for the control of the colony. Ample provision was made by the noble and liberal proprietor for the comfort of the colonists, and a plentiful stock of instruments of husbandry provided, to enable them to supply their own future wants, and establish themselves on the only footing which could possibly be expected to be permanent.

April 26. The company embarked in April, and arrived in July at the place where they expected to find the fifteen unfortunate men whom Grenville had left. But their grounds were grown up in weeds, their tenantless dwellings had become the abode of the wild animals of the forest, and their scattered bones, blanching in the sun, were the last sad memorials which told their fate to their anxious countrymen. Whether they fell by civil dissensions among themselves, by famine or disease, or were yet more miserably cut off by the overpowering numbers of a savage host, taking advantage of their desolate situation, (deprived of sympathy, and destitute of the hope of succor,) is one of the mysteries of history which the ken of man may not unravel.

The sagacity of Raleigh had directed the new settlement to be made on the shores of the magnificent Chesapeake, and there was the new city to be built; but the naval officer, preferring trade with the West Indies to exploring the coast, left White on Roanoke Island, and compelled him to establish himself there.

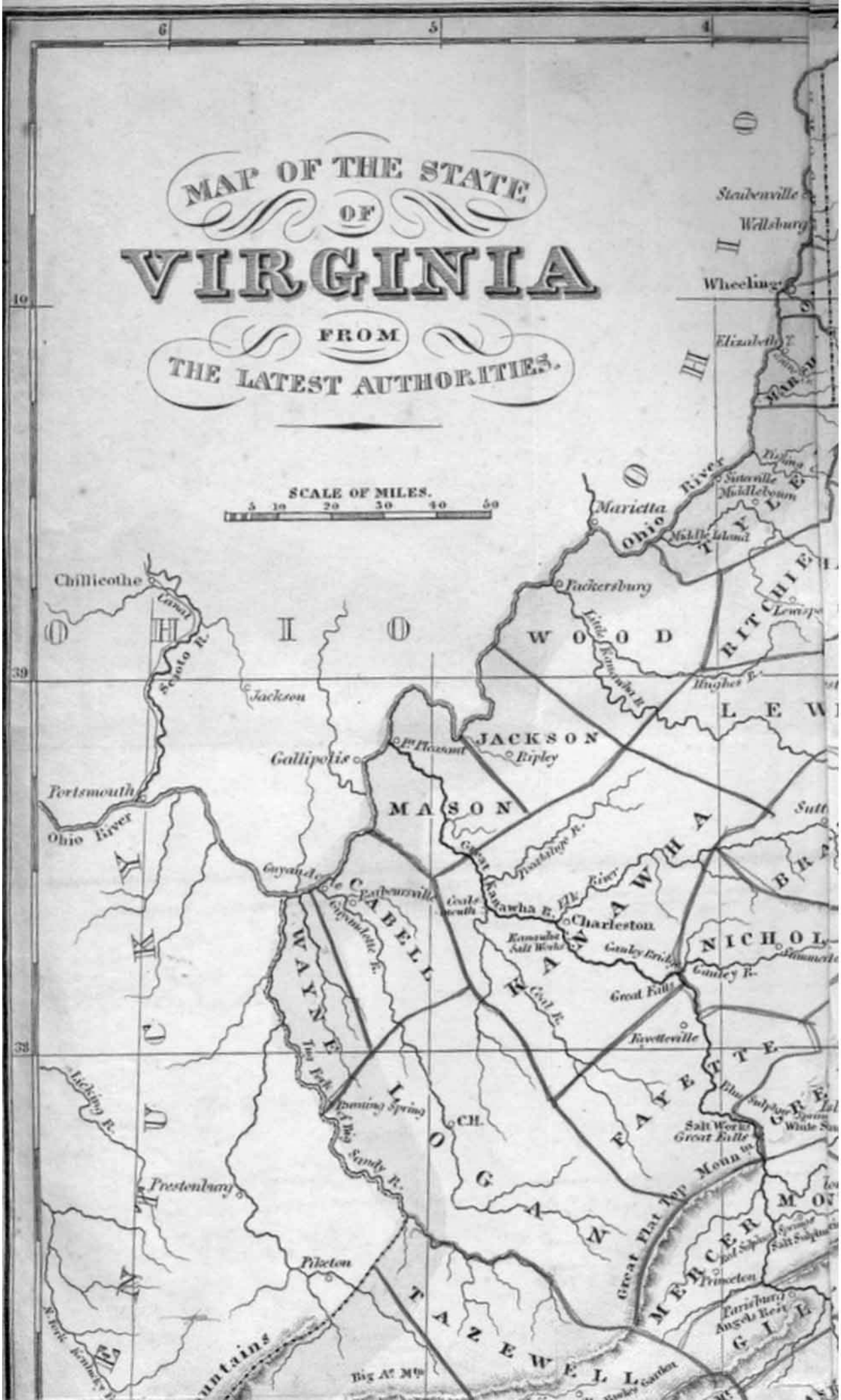
July 23.

The colony soon became involved in difficulties with the natives, partly from accident, and partly from the previously engendered hostility of some of the tribes. Indeed, it would seem impossible *a priori*, (even if we had not, unfortunately, too much experience of the fact,) that two nations of such different degrees of civilization, manners, and habits, with such different designs, could long remain together in peace, harmony, and on the footing of equals. It would seem to be the nature of man that the ignorant tribe should be jealous, treacherous, and vindictive,—that the more civilized should be greedy, rapacious, and overbearing. And when a spirit of suspicion is once excited, the imprudence of

July 28.

CAPTAIN JOHN SMITH.

From a portrait showing him in the fashionable dress of the period in which he lived.


MAP OF THE STATE
OF
VIRGINIA
FROM
THE LATEST AUTHORITIES.
SCALE OF MILES.
5 10 20 30 40 50
Steubenville
Wellsburg
Wheeling
Elizabeth
Marietta
Ohio River
Sisterville
Middleboum
Middle Island
Packersburg
Little Kanawha R.
Hughes R.
Chillicothe
Canal
Scioto R.
Jackson
Gallipolis
Pt. Pleasant
Ripley
Portsmouth
Ohio River
Guyandotte
Ratbeursville
Guyandotte R.
Coalsmouth
Great Kanawha R.
Elk River
Charleston
Kanawha Salt Works
Gauley Bridge
Gauley R.
Great Falls
Coal R.
Fayetteville
Salt Works
Great Falls
Blue Sulphur
Great Flat Top Mountain
Prestonburg
Licking R.
Tug Fork
Running Spring
Big Sandy R.
C.H.
Piketon
Princeton
Parisburg
Angels Rest
Big Ar. Mtn
OHIO
WOOD
JACKSON
MASON
KANAWHA
CABELL
WAYNE
LOGAN
FAYETTE
MERCER
TAZEWELL
RITCHIE
TYLER
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☞ *The* **counties** *being arranged in alphabetical order in this work, supersedes the necessity of placing them in the index.*

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OUTLINE

HISTORY OF VIRGINIA.

CHAPTER I.

INTRODUCTION, PROGRESS OF COMMERCE, ROANOKE SETTLEMENTS.

Discovery of America.—England.—Want of Commerce in early times.—Voyages of the Cabots.—Progress of English discovery—Frobisher—Gilbert—Raleigh.—Failure of the Roanoke settlements.

The claims of the Icelanders, the Welsh, and even the Norwegians,* to the discovery of America, seem in modern times to be universally set aside in favor of a native of a milder clime. Indeed, the evidence by which their respective claims were sought to be established was so vague, contradictory, and unsatisfactory,† and their discoveries, if proved, so entirely accidental, and useless to mankind, that it is not at all astonishing that all the merit should be given to that individual whose brilliant genius first demonstrated *a priori* the existence of a continent in the western waters, and whose adventurous daring‡ led him to risk his life in the search of a world, of the existence of which he was only informed by his science, with little aid of any human experience; or that posterity should give to Columbus the undivided glory of an exploit for which he received only the ignominy of his contemporaries, and to Italy the honor due the birthplace of so distinguished a son, from whose brilliant achievements she has received little else.

In 1460, the Portuguese discovered the Cape de Verd islands, and afterwards extended their discoveries farther south. This near prospect of an easier and more direct route to India, had already begun to excite the jealousy of the Venetians, who then nearly monopolized the trade of India, and to elevate the hopes of the Portuguese, who expected to enjoy a portion of the wealth and luxury which the Venetians derived from that trade; when the minds of both, and indeed of all Europe, were turned in another

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* Winterbotham's America, vol. I. p. 1 and 2, and Hinton's United States.

† Bancroft's Hist. U. States, vol. I. p. 6, and notes.

‡ "L'Italie reparut, avec les divins tresors que les Grecs fugitifs rapportèrent dans son sein; le ciel lui révéla ses lois; *l'audace de ses enfants découvrit un nouvel hémisphère.*"—De Staël—Corinne.

direction by the occurrence of an event in the history of maritime discovery, compared with which all others sunk into insignificance.

This event was the discovery of America, by Christopher Columbus. The education of this daring mariner, his disappointments and dangers, his difficulties and his brilliant success, or the melancholy story of his sad reverses, and the example afforded in him of the ingratitude of kings, it is not the purpose of the writer to narrate. He refrains from recounting so temptingly interesting a narrative, because it would lead him too far from his purpose, which is only to narrate succinctly the progress of navigation and discovery to the time of the first colony settled in Virginia,—and because the same story has been so well told by Robertson, Irving, and others, that it ought to be familiar to all.

Oct. 11, 1492.

Notwithstanding the advances in navigation which have been enumerated, the art of ship-building was still in such a rude and imperfect state, that the vessels in which Columbus embarked on an unknown sea, a modern mariner, with all the advantages of modern science, would scarcely venture in, to cross the Atlantic. The largest was a vessel of no considerable burden,* and the two others scarcely superior in burden to large boats, and the united crews of the three only amounted to *ninety men*, including officers, and a few gentlemen, adventurers from Isabella's court.

But notwithstanding these inadequate means for the prosecution of maritime discovery, the ardor of enterprise was so much excited by the brilliant achievements of Columbus, the greedy thirst for gain, and hope of finding some country abounding in gold, together with the eager desire which still prevailed of discovering some passage through the great continent of America, which might lead to India, that in twenty-six years from the first discovery of land by Columbus, the Spaniards had visited all of the islands of the West Indies—they had sailed on the eastern coast of America from the Rio de la Plata to the western extremity of the Mexican Gulf—they had discovered the great Southern Ocean, and had acquired considerable knowledge of the coast of Florida. It is also said that these voyages in search of a nearer passage to the East Indies, had extended much farther north, but not however until that country had been discovered by the seamen of another nation, of whose exploits in the field of maritime adventure we shall presently speak.

The great interior was still unknown, the whole western and the extreme southeastern coasts were still undiscovered, and the long line of coast from Florida to Labrador had only been seen, and touched upon in a few places.

England did not at an early period make those advances in navigation, to which the eminent advantages of her insular situation

* Robertson—Hist. America, 49.

invited, and gave no promise of that maritime distinction, and commercial wealth, to which the wise policy of her subsequent rulers have led her to attain. From the times of the conquest to the discovery of America, England had been engaged in perpetual wars, either foreign or domestic; and thus, while the southern portion of Europe and the free cities on the Rhine were advancing so rapidly in opulence and power, England was destitute of even the germ of that naval strength to which she is so much indebted for her present greatness. Every article of foreign growth or fabric which she consumed, was wafted to her shores in the barks of other nations, and the subsequent mistress of the seas scarcely dared to float her flag beyond the limits of her own narrow jurisdiction. Scarcely an English ship traded with Spain or Portugal before the beginning of the fifteenth century, and it required another half century to give the British mariner courage enough to venture to the east of the Pillars of Hercules.*

Feeble as the marine of England then was, her reigning monarch, Henry VII., did not lack the spirit required for undertaking great enterprises, and accident only deprived him of the glory of being the patron of the discoverer of America. Columbus, after the failure of his own native country of Genoa to encourage his great enterprise, and his second rebuff from his adopted country, Portugal, fearing another refusal from the king of Castile, to whose court he then directed his steps, dispatched his brother Bartholomew to England to solicit the aid of Henry VII., who being then at peace, was supposed to have leisure to undertake a great enterprise which promised such renown to himself and emolument to England. Bartholomew was captured by pirates on his voyage, and robbed of all his effects, which, with an illness that followed, prevented him from presenting himself at court, after he arrived in England, until he could provide himself with suitable apparel by his skill in drawing maps and sea-charts. He brought himself to the notice of Henry by presenting him with a map, and upon his representing to him the proposal of Columbus, he accepted it with "a joyful countenance, and bade him fetch his brother." So much delay had been produced by the circumstances mentioned, that Bartholomew, hastening to Castile, learned at Paris, from Charles, king of France, that his brother Christopher's efforts had already been crowned with the most brilliant success.

Feb. 13, 1488.†

When we reflect upon the difficulties which were thrown in the way of Columbus at the court of Ferdinand and Isabella, even after they became convinced of the practicability of his scheme,

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* Robertson's Virginia, p. 18, 19.

† This date is preserved in some curious verses upon the map, of which we give a specimen: "Bartholmew Colon de Terra Rubra." "The yeere of Grace, a thousand and four hundred and fourscore" "And eight, and on the thirteenth day of February more," "In London published this worke. To Christ all laud therefore." Hacklyt, vol. III p. 22.

and the yet more arduous difficulties which he encountered on his voyage, from the mutinous timidity of his crew, we may well doubt whether Henry's courage would have sustained him in the actual accomplishment of the enterprise, or whether England at that time afforded mariners sufficiently hardy to have persevered a sufficient length of time in a seemingly endless voyage upon an unknown sea.

Fortunately, perhaps, for mankind, the courage of England was not put to the test of making the first great adventure; and whether she would have succeeded in that or not, she was not destitute of sufficient courage to undertake an enterprise of very considerable magnitude at that day, soon after the existence of land in our western hemisphere had been discovered.

June 24, 1497.

The merit of this new enterprise is also due to a native of Italy, and his motive was the same which prevailed in most of the adventures of the time,—the desire to discover a new route to India.

Giovanni Gaboto, better known by his anglicised name of John Cabot, a Venetian merchant who had settled at Bristol, obtained from Henry a charter for himself and his three sons, Lewis, Sebastian, and Santius, allowing them full power and authority to sail into all places in the eastern, western, or northern sea, under the banners of England, with five ships, at their own proper costs and charges, to discover countries before unknown to Christians, to plant the banners of England in all such places, and to take possession of them, to hold as vassals of England, to have the exclusive monopoly of the trade of all such places, paying to the king one-fifth of the clear profits of every voyage. All other persons were prohibited from visiting such places, and the Cabots were bound always to land on their return only at Bristol.

Under this patent, containing "the worst features of colonial monopoly and commercial restriction," John Cabot, and his celebrated son Sebastian, embarked for the west. The object of Cabot being to discover the passage to India, he pursued a course more northwardly than any selected by previous navigators, and the first land he reached was the coast of Newfoundland, which on that account he named Prima Vista; next the Island of St. John; and finally the continent, among the "polar bears, the rude savages and dismal cliffs of Labrador;" and this seems to have been the only fruit of the first British voyage to America.

In the following year a new patent was given to John Cabot, and the enterprise was conducted by his adventurous and distinguished son, Sebastian. In this expedition, which was undertaken for the purposes of trade as well as discovery, several merchants of London took part, and even the king himself. Cabot sailed in a northwest course, in hopes of finding a northwest passage to India, as far probably as the 58th or 60th degree of latitude, until he was stopped by the quantities of ice which he encountered, and the extreme severity of the weather;

Feb. 3, 1498.

he then turned his course southward and followed the coast, according to some writers to the coast of Virginia, and in the opinion of some, as far as the coast of Florida. The only commodities with which he returned to England, as far as our accounts inform us, were three of the natives of the newly discovered countries. He found, upon his return, the king immersed in his preparations for a war with Scotland, which prevented his engaging in any further prosecution of his discoveries, or entertaining any design of settlement.

It is not our purpose to notice the Portuguese discoveries under Cotereal, the French under Verrazzani and Cartier, or their abortive attempt at settlements in Canada and New England. Nor shall we notice the extensive inland expedition of the Spaniards under Soto from Florida, through the states of Georgia, Alabama, Mississippi, across the Mississippi, and into Louisiana,—or the attempts of the French at settlement in Florida and the Carolinas,—these matters belong rather to the history of the United States, than to the sketch of the history of Virginia which we propose to give. We pass at once to the British attempts at colonization in America.

The progress of maritime adventure extended rapidly. The evidence exists of several English voyages having been made not only to the coast of North America, but the Levant, the harbors
1548. of northern Africa and Brazil. The visits to the fisheries of Newfoundland had become frequent; and the commerce from that source had become of such importance, and had been the subject of such long and oppressive exactions, as to require the action of parliament for their prohibition.

India was still the great object with the merchants, and the dis-
1550. covery of a nearer passage than that offered by the Cape of Good Hope, the great desideratum with mariners. The northwestern passage had been attempted thrice by the Cabots in vain; a northeastern expedition was fitted out, and sailed under the command of Willoughby and Chancellor. Willoughby with his ship's company were found in their vessel frozen to death in a Lapland harbor; Chancellor with his vessel entered the port of
1554. Archangel, and "discovered" the vast empire of Russia, till then unknown to Western Europe. This discovery led to the hope of establishing an intercourse by means of caravans
1568. across the continent to Persia, and thence to the distant empire of Cathay.

Elizabeth afforded every encouragement to the maritime enterprises of her subjects, and especially encouraged the newly estab-
1576. lished intercourse with Russia. The hope of discovering a northwest passage was by no means as yet relinquished. Martin Frobisher, after revolving in his mind the subject for fifteen years, believed that it might be accomplished, and "determined and resolved within himself to go and make full proof thereof," "knowing this to be the only thing in the world that was left

yet undone, whereby a notable mind might be made famous and fortunate." Frobisher was too poor to supply himself with the means of carrying his designs into execution; but after much solicitation at court he was patronised by Dudley, Earl of Warwick, who supplied him with two small barks, the one of twenty and the other of twenty-five tons burden, and a pinnace of ten tons. With this little fleet he set sail. The expedition was entirely unfortunate. One of his barks deserted and returned home, the pinnace went down in a storm, "whereby he lost only four men:" with such small vessels and crews did the hardy mariners of that day venture to cross the Atlantic. The Admiral's mast was sprung, and the top-mast blown overboard, by the same storm in which he lost the pinnace; but, nothing daunted, he persevered, and entered Hudson's Bay. The only thing accomplished by the voyage was the taking possession of the cold and barren wilderness in the name of Elizabeth, carrying home some of the gravel and stones, one of the latter of which, resembling gold, or probably having some gold artificially mingled with it after it reached London, caused the gold refiners nearly to go mad, and the merchants to undertake one of the wildest expeditions recorded in the annals of discovery; besides this show of gold, which was pronounced very rich for the quantity, the only other acquisition was a poor native, whose simplicity was imposed upon by the most treacherous devices, until he was decoyed to the English vessel, and then seized by force, and carried away from his friends. He bit off his tongue from despair, and died soon after his arrival in England, from cold taken on the voyage.

The mania which the story of the little bit of gold produced in
1577. London caused a fleet of several vessels to be fitted out, of which the queen herself furnished one, to bring home the rich produce of these icy mines. The ships returned with black earth, but no gold.

The spirit of avarice was not to be stopped in her career by a
1578. single failure; a new fleet of fifteen vessels was fitted out, and to Martin Frobisher was given the command. A colony was to be planted for the purpose of working the mines, while twelve vessels were to be sent home with ore. After almost incredible difficulties, encountered amid storms and "mountains of floating ice on every side," the loss of some vessels, and the desertion of others, they reached the northern Potosi, and the ships were well laden with the black earth; but the colonists, being disheartened by their hardships, declined settling on the coast, and all returned to England. We are not informed of the value of the proceeds of the cargo.

While the British queen and her merchants were indulging themselves in fancies as brilliant and as evanescent as the icebergs which encumbered the scene of the delusion, Sir Humphrey Gilbert, a man of insuperable energy and fearless enterprise, formed a design of promoting the fisheries, and engaging in useful colonization.

With this view he obtained a patent of the same character with
June 11, 1578. most of those which were granted to the early promoters of colonization in America, conferring unbounded privileges upon the proprietor, and guarantying no rights to the colonists. The first expedition, in which Gilbert had
1579. expended much of his private fortune, failed,—from what cause is uncertain.

The second expedition, undertaken four years afterwards, was
1583. still more unfortunate; for it lost to the world the gallant and accomplished projector of the expedition. Five vessels sailed from Plymouth on Tuesday, the 11th of June, 1583. Two days afterward, the vice-admiral complained of sickness aboard, and returned with the finest ship in the fleet to Plymouth. The admiral, nevertheless, continued his course with his little squadron, and took possession, with the feudal ceremony, of Newfoundland, to be held by him as a fief of the crown of England, in accordance with the terms of his charter.

The looseness of morals displayed by the mariners of that day is truly disgusting, and increases our wonder at the daring of men who could venture so far from home, in such frail barks, with almost a certainty of encountering on the great highway, in their fellow-men, greater perils than were presented by all the terrors of the deep. Robbery by sea was too common, and often committed in violation of the most sacred obligations, even upon persons engaged in the very act of relieving the distress of the depredators.* Gilbert seems to have been cursed with a remarkably riotous and insubordinate company. The sick and disaffected were left at Newfoundland to be sent home with the Swallow, and the admiral proceeded with his three remaining barks.

On Tuesday the 20th of August they sailed from the harbor of St. Johns, and on the 29th, in about latitude 44 degrees, the largest remaining vessel, by the carelessness of the crew, struck, and went to pieces, and the other barks were forced by a high sea and a lee shore to struggle for their own preservation, which they accomplished with difficulty,—alleging, at the same time, that they could see none of the crew of the wreck floating upon timbers, but all seemed to have gone down when the ship broke up. A few, however, escaped to Newfoundland in the ship's pinnace, as was afterwards discovered.

This calamity, followed by continual storms, in an unknown and shoaly sea, enhanced by an extreme scantiness of provisions, and want of clothes and comforts in the two little barks which yet
Aug. 31. remained, induced the admiral, at the earnest solicitation of his men, to return homeward. Sir Humphrey Gilbert was vehemently persuaded by the crew of the Golden Hind to remain with them during the voyage; but, as some malicious taunts had been thrown out by some evil-disposed person, accusing

* See a remarkable instance in Hacklyt, vol. III., 191, 196, &c.

him of being afraid of the sea, he chose to continue to sail in his little pinnace, the Squirrel, which was burdened beyond her strength.

After the vessels had left the Azores to the south, and reached the latitude of England, they encountered violent and continued storms. On Monday, the 9th of September, the Squirrel was nearly cast away, but recovered, and the admiral was seen sitting abaft with a book in his hand, and heard to cry out to those in the Hind, "We are as near to heaven by sea as by land." That same night, at 12 o'clock, the Squirrel being in advance, her light suddenly disappeared, and her hardy crew, with their gallant commander,
Sept. 22. sleep forever in the deep. The Hind reached Falmouth in safety, but after encountering eminent peril to the last moment.*

The daring spirit of the mariners of that day is amazing. Sir Walter Raleigh, the step-brother of Sir Humphrey Gilbert, so far from being intimidated by the melancholy fate of his relative, or disheartened by the unprofitable and disastrous termination of
March 25, 1584. most of the voyages to America, undertook in the very next year an expedition to the coast of the present United States. He easily obtained one of the usual unlimited patents from Elizabeth, and, leaving the cold north, with its barren snows, its storms, icebergs, and certain evils, together with its imaginary wealth, he spread his sails for the sweet south, where he was sure to find a fertile soil and a delightful climate, though his ship's company might not all be enriched by the discovery of gold.

On the second of July they found shoal water, "and smelt so sweet and strong a smell, as if they had been in the midst of some delicate garden abounding with all kinds of odoriferous flowers."

On the 13th they entered Ocracock inlet, on the coast of the present state of North Carolina, and landed on Wocoken Island. They commenced an intercourse with the natives, who proved to be bold, confiding, intelligent, and honorable to their friends, but treacherous, revengeful, and cruel towards their enemies.

The English explored a little the surrounding islands and bays, and returned home in September, carrying with them two natives, Manteo and Wanchese. The glowing description given by the adventurers, on their return, of the beauty of the country, the fertility of the soil, and pleasantness of the climate, delighted the queen, and induced her to name the country of which she had taken possession, Virginia, in commemoration of her unmarried life.

It might be expected that so favorable an account would soon
1585. lead to a new expedition. Accordingly, another was prepared for the succeeding year, consisting of seven vessels.

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* Hacklyt, III., 184 to 202

Ralph Lane was appointed by Raleigh governor of the colony, which consisted of one hundred and eight persons. Sir Richard Grenville took command of the fleet, and several learned and accomplished men attended the expedition, one of whom has transmitted to posterity many interesting particulars of the nature of the country, and the habits, manners, and government of its inhabitants.

The English soon began to maltreat the harmless, unpretending, and simple natives, and they, on the other hand, to grow jealous of the power of the overbearing strangers. They soon learned the inordinate passion of the newcomers for gold, and, taking advantage of their credulity, inflicted upon them the labor of many fruitless expeditions in search of pretended mines,—hoping at the same time, by these divisions, to weaken the power of the little colony to such a degree that they might be able to destroy it in detachment; but the English were too cautious for this, and went too short a distance, and in force too powerful for the Indians to encounter with the great disparity of arms. The greatest advantage which accrued from these expeditions, and indeed from the whole attempt at a settlement, was the discovery of Chesapeake Bay.

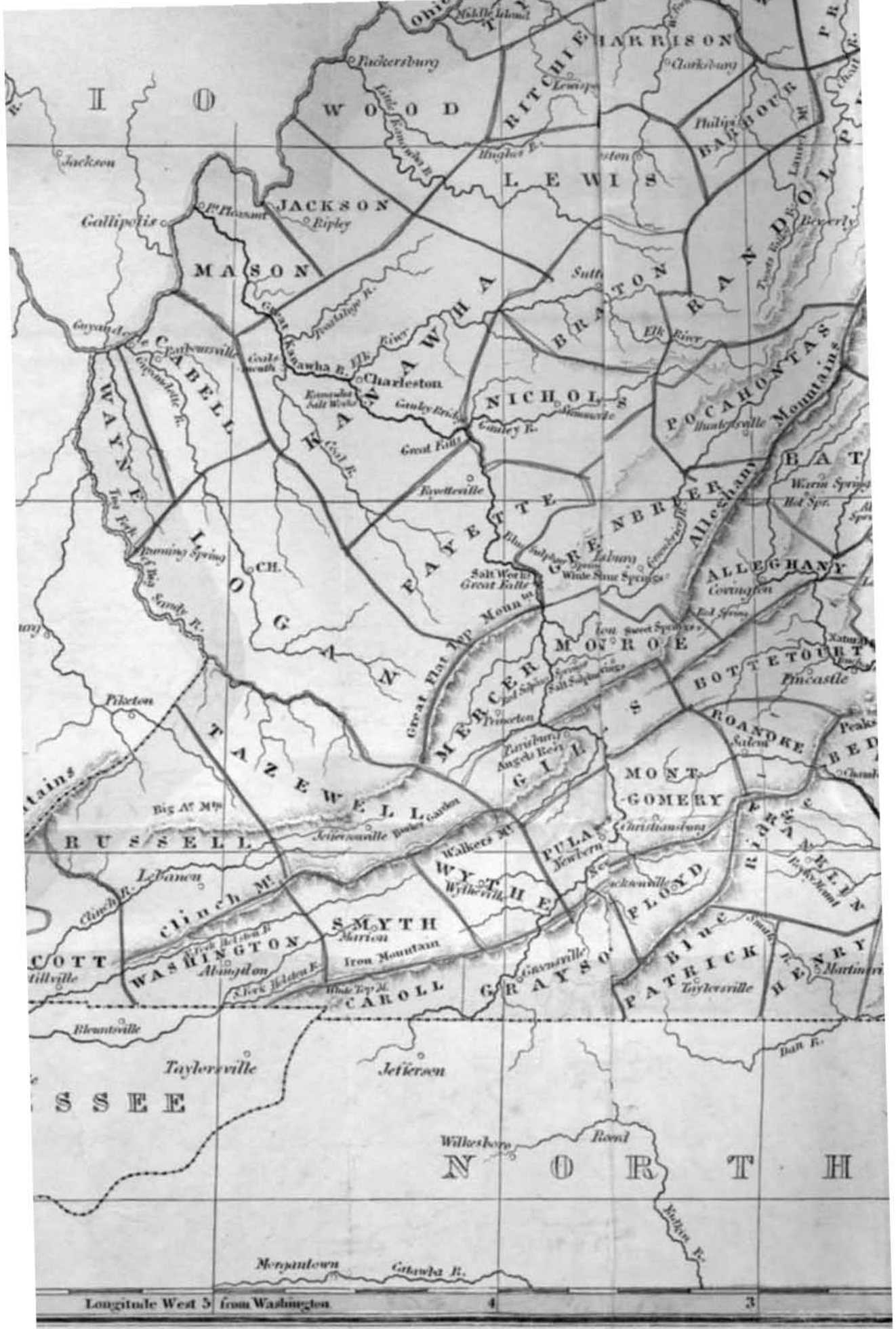
July 11, 1586.

The little colony, finding no gold, and receiving no supplies from England, had begun to despond, when most unexpectedly Sir Francis Drake arrived, on his return from his expedition against the Spaniards in South America, with a fleet of three and twenty ships. The sagacity of Drake perceived in a moment what was necessary for the colony, and his generosity supplied them with provisions, vessels, and other things necessary to maintain their position, extend their researches, and, if necessary, to return to England; but the accomplishment of his purpose was defeated by a violent storm which suddenly arose, and nearly wrecked his whole fleet, driving the vessel of provisions intended for the colony to sea, and destroying the vessels which had been set apart to be left for their use. He would have supplied others; but the colony, with their governor at their head, earnestly requesting permission to return to England, he complied with their wishes. Thus terminated the first English settlement in America.

June 19.

This little colony, during its sojourn with the Indians, had acquired something of their fondness for the use of tobacco, and learned to regard it with almost the same superstitious reverence, as a powerful medicinal agent. Upon their return, they introduced the use of this plant into England; and a weed at first disgusting and nauseating to all who use it, has become gradually the favorite luxury (and indeed with many a necessary of life) of all classes of society, and of both the young and the old throughout the world, —and this, after experience has proved that in most cases it is an injury rather than a benefit to the health.

A few days after Lane's departure, an English vessel arrived on the coast with every necessary for the colony, but finding it de-



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Packersburg
Jackson
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Beverly
BRATON
Elk River
Charleston
KANAWHA
CABELL
WAYNE
NICHOLS
POCAHONTAS
Mountains
Huntersville
Great Falls
Fayetteville
FAYETTE
GREENBRIER
Alleghany
ALLEGHANY
Covington
LOGAN
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Salt Works
Great Falls
Great Flat Top Mountain
MONROE
BOTTETOURT
Pincastle
Piketon
TAZEWELL
MERCER
Princeton
GILES
ROANOKE
Salem
MONTGOMERY
Christiansburg
RUSSELL
Big Ar. Mtn
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Walkers Mt
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Sand Shoal I.
Smiths I.
Fisherman I.
Old Pt Comfort
Cape Henry
Virginia Is.
Lynnhaven B.
Hampton Roads
Rip Raps
Norfolk
PRINCESS ANNE
NORFOLK
Old Currituck Inl.
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Currituck Sd.
South Inlet
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Stingray Pt
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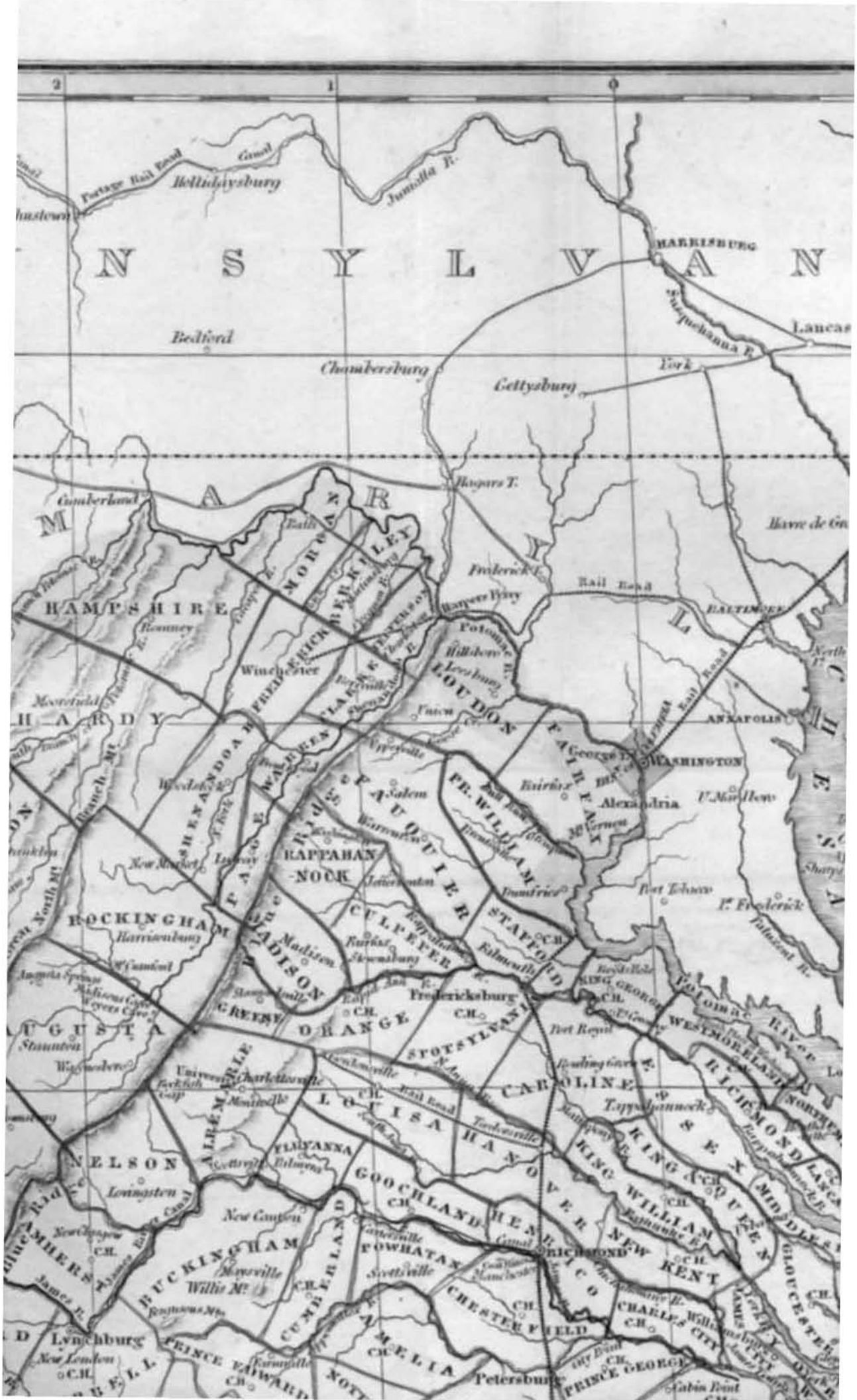

N S Y L V A N
Portage Rail Road
Canal
Hollidaysburg
Juniatta R.
HARRISBURG
Susquehanna R.
Lancas
Bedford
Chambersburg
Gettysburg
York
Hagars T.
Cumberland
Havre de Gr
Frederick T.
Rail Road
BALTIMORE
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NEW KENT
New Canton
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Maysville
Willis Mt.
POWHATAN
Scottsville
CUMBERLAND
CHESTERFIELD
CHARLES CITY
Williamsburg
GLOUCESTER
Lynchburg
New London
PRINCE EDWARD
AMELIA
Petersburg
PRINCE GEORGE
Cabin Point

Thus the volume comprehends a history and a gazetteer. Its advantages over formal histories are, that the events and their localities are given together, serving more strongly to impress the memory; the past and present are in juxtaposition, and many events given which regular history, in her stately march, does not step aside to notice—events usually considered of minor importance, but forming the undercurrent of history, and useful in illustrating the advancement and condition of society.

Written history forms but a small part of occurrences. The vicissitudes of war have been considered more worthy of narration, than those things promoting the wellbeing of man. Says an eminent essayist: "The perfect historian considers no anecdote, no peculiarity of manner, no familiar saying, as too insignificant for his notice, which is not too insignificant to illustrate the operation of laws, of religion, and of education, and to mark the progress of the human mind."

The great variety of subjects presented, and the almost impossibility of producing such a publication without errors and imperfections, has created a degree of diffidence in submitting it to the public. It will doubtless come before many possesing better means of information, and more knowledge on some subjects introduced, than could reasonably be expected in us.

Besides drawing largely from a great variety of publications, we are enabled to present much not previously published, as well as that inaccessible to the mass of readers. We do not, however, consider ourselves responsible for every sentiment introduced in these pages. In order to form a correct judgment, it is useful to hear the opinions of those who differ from us in their religious or political sentiments.

The drawings for the numerous engravings were, with a few exceptions only, taken by us on the spot. We trust they have an honest look, and faithfully represent their originals. Some biographical sketches are doubtless omitted, not less important than many inserted, while others have not due prominence. In some few cases we have supposed the reader to be familiar with them, while in others it arises from the extreme difficulty of obtaining the desired information.

The history of Virginia is of deep interest; but one imperfectly chronicled. Much is left to the investigation of the antiquarian, and many a thrilling episode is lost in the lapse of generations. Yet enough remains to stimulate to the loftiest patriotism; while the memory of her illustrious sons is cherished with just pride by our common country.

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BY HENRY HOWE.

[Arms of Virginia.]

[Thus always with tyrants.]

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